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SOURCE Lesnaya Promyshlennost'.

FAILURE OF USSR TIMBER INDUSTRY
TO UTILIZE MACHINE AND MAN POWER

[Numbers in parentheses refer to appended sources]

Logging Industry Needs Better Quality Machines -- M. V. Layko, Chief, Technical Administration for Logging and Floating, Ministry of Timber and Paper Industry USSR.

Mechanization of the most important logging and floating operations has risen during the last 2 years as follows (1940 base equals 1):

Type of Operation	1948	1949	1950 Plan
Electric saw felling	(1.0)	1.94	3.9*
Skidding	1.8	2.8	11.2
Hauling	1.41	1.9	2.8
Raft construction	1.15	1.57	2.0

* No figure available for 1940; 1949 and 1950 are compared with 1948.

Among the largest suppliers of machines for the logging industry are the plants of Glavlesbummash (Main Administration for Timber and Paper Machinery Industry). These plants manufacture mobile electric power plants, electric cranes, narrow-gauge railroad flatcars, bulldozers, TL-3 skidding winches with GAZ-MK motors, tugs for timber floating, motor locomotives, truck trailers, etc.

The great increase in number of machines and quantity of equipment produced has not, however, always been accompanied by a rise in the quality of the product. Complaints are frequently received from logging enterprises concerning the unsatisfactory quality of machines and equipment. For example the higher frequency

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PES-12/200 mobile electric power plant made by the Riga Machine Plant (Iantseyev, director; Skalozub, chief engineer) and the PES-60 power plant manufactured by the Likino Machine Plant (Polikarpov, director; Sokolov, chief engineer) have been subjected to considerable criticism. If the numerous other criticisms concerning the quality of equipment produced by plants of Glavlesbummash are added to these, it becomes perfectly clear that Glavlesbummash is not paying enough attention to quality in its products and that its supervisors, N. N. Popov and N. V. Masetkin, are satisfied with assumed "successes" in the field of "mass" fulfillment of the plan.

Not wishing to burden itself with the problems of adding new gadgets to its products and thereby disturbing its established "favorable position" in mass production, Glavlesbummash, in spite of having two large designing bureaus and an experimental laboratory, carries on its design improvement and equipment modernization work in an unsatisfactory manner. As a result, for example, flatcars made by Glavlesbummash plants arrive in the timber managements unfitted for quick dumping of their loads and equipped with hand brakes instead of air brakes.

Neither Glavlesbummash nor its plants maintain regular contact with the users of their products -- the logging and floating enterprises -- hence, they do not know how the equipment made by them operates nor how it can be redesigned and improved on the basis of its performance.

To secure improvement in the quality of machines produced by Glavlesbummash, and other producers, it is important that every instance of delivery of defective equipment be reported and no cases of machines operating unsatisfactorily be permitted to pass unnoticed. Through such measures the logging enterprises and, in the final analysis, the plant workers as well, will benefit.(1)

Worker Deplores Irresponsibility in Use of Machines -- I. Ya. Sereda, Driver, Cheremkhovo Timber Management, Chitles (Chita Timber) Trust

Cheremkhovo Timber Management has many machines and much equipment at its disposal. Many trucks, skidding tractors, winches, and mobile electric power plants have been distributed among the five logging points of the management and the 10-15 logging centers of the points.

Each point has its chief, supervisor of technical work, and two mechanics. The centers also have mechanics. Including the director, chief engineer, and chief mechanic of the management, the supervisory and service staff of the Cheremkhovo enterprise consists of more than 30 men, but none of these assumes any definite responsibility for the proper utilization of machines. All are concerned with fulfilling the plan, but no one controls or carries responsibility for machine operation.

As a result, less than half of the trucks received during the last 5 years are in running order. Some of them have been so completely disassembled that they cannot be reassembled; 30-40 percent have been undergoing repair for a year. One-half of the KT-12 tractors are out of service. The logging roads for tractors and trucks are in poor condition. Shekhunov, head of Chitles Trust, knows about these conditions but does not take energetic steps to get the machines repaired, preferring instead to rely on getting new machines.(2)

Logging Industry Lacks Trained Personnel

Although the logging industry has doubled the number of its permanent workers, during the last 3 years, it is still lagging in training its workers to operate logging machines. The 1949 plan for training logging machine operators was not met by the Ministry of Timber and Paper Industry USSR, with the result that less than

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half of the electric saw operators and tractor drivers needed were trained, and the requirements for mobile electric power plant mechanics, winch operators, and crane operators could not be filled.

This failure to meet the plan testifies to the unfavorable situation existing in the logging enterprises and trusts with regard to training machine operators, as well as to the extremely light control exercised over training progress by the main logging administrations and the Administration for Training Institutions of the ministry. Machine operators' training went especially badly in Pechorles (Pechora Timber), Komiles (Komi Timber), Primorskles (Primorskiy Timber), Tayshetles (Tayshet Timber, Burmongsolles (Buryat-Mongol Timber), and Komipermles (Komi-Perm Timber) trusts. These are the very trusts where mechanization is of prime importance since these trusts operate in areas with extensive forest resources and areas which are at the same time sparsely settled.

The main administrations and trusts are insufficiently concerned about establishing their own permanently operating educational facilities. Of six one-year schools for foremen, which were to have been constructed by 1 August 1949, only two have opened. Glavseverlkomiles (Main Administration for Northern and Komi Timber), Glavlestranstroy (Main Administration for Timber Transport Construction), Glavlesdrev (Main Administration for Lumber Industry), and Glavzapsibles (Main Administration for West Siberian Timber), each of which were to have built one school, have not as yet begun construction of their schools. Erection of the school for foremen in Mari ASSR has not been completed. Mariles (Mari Timber) Trust has not yet built its own training building and its instruction is given in a second shift at the Povolzhskiy (Volga Region) Forestry Engineering Institute building.

The South Sakhalin, Khabarovsk, and Ulan-Ude schools are located in buildings unsuitable for instruction purposes, and are unable to offer private quarters or boarding facilities to their students. A school was to have been opened in Kudymkar and another one by Glavlestranstroy in Molotov, but construction of buildings has not yet started.

While meeting its over-all capital construction plan 83 percent, Glavsevero-komiles met its FZO (trade school) construction plan only 24 percent. Construction of other training facilities was likewise not carried out according to plan by this main administration.

Frequently, workers chosen to take training courses are not sent in time; often they arrive at the schools 15 and even 35-40 days late. The choice of workers is often entirely improper. For example, Tyumenles (Tyumen Timber) Trust sent to the Zavodoukovskiy school of Glavzapsibles for a 6-months' training course for mobile electric power plant mechanics such workers as the chief of a dairy farm, by-product workers, and carpenters, none of whom had ever been in logging work or had the necessary educational qualifications. Enterprises of Glavvostles (Main Administration for East [European] Timber) sent chokermen and tractor driver helpers who had never worked on electric power plants to a 2-months' course for retraining mobile electric power plant mechanics to work on PES-40 steam plants.

Some supervisors of enterprises and trusts do not regularly transmit wages earned and other forms of material assistance to the workers detailed by them to attend schools. For example, the director of Bystrinskiy Timber Management of Ural-zapadoles (West Urals Timber) Trust failed to send wages earned for 4 months to two workers taking courses at the Cherepovets school. The director of Yurino Timber Management of Mariles Trust had not transmitted the wages of a worker taking a training course after 3 months. Such practices violate the state policy according to which workers are to be granted opportunity to increase their qualifications without cost to themselves; nor do they stimulate the workers' desire to raise their qualification or to learn a new specialty.

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Experience has shown that the best way to train machine operators is to establish permanent training facilities near places where production is carried on. The Ministry of Timber and Paper Industry has been authorized by the state to establish 50 schools for training machine operators at the model-experimental timber managements. It is the immediate duty of the logging main administrations and trusts to establish these schools quickly, to staff them with the best engineers and technicians in their enterprises as instructors, and to provide them with the latest machines and equipment being used in logging work.

Since the existing and planned training facilities will still be inadequate for training the machine operators needed in the timber industry, the training institutions of other ministries should be utilized as much as possible for training drivers, tractor drivers, bulldozer operators, and other specialists.

The failure to fulfill the first-quarter 1950 logging plan was partly due to a lack of qualified personnel to operate the machines and equipment on hand. (1)

Summer Logging Must Supplement Winter Logging

The logging industry is now entering its spring and summer period of operations. The 1949-1950 fall and winter logging plan was not met by many enterprises of the Ministry of Timber and Paper Industry USSR. In addition to many other causes the failure to fulfill the plan was due to a lack of qualified personnel for operating the mechanized equipment which is reaching the forest in steadily increasing quantities.

The plan for personnel training was very poorly met. For example, Molotovles (Molotov Timber) Combine (Bushmanov, chief) trained only 37 percent of the number of tractor drivers, one third of the number of truck drivers, and less than one half of the number of electric saw operators needed for the trust's operations. Kotlasles (Kotlas Timber) Trust (Kalashov, chief) trained only 52 of the 120 winch operators needed, and Komiles (Komi Timber) Trust (Savateyev, chief) only 35 of the 115 required. Similar deficiencies are to be found in other trusts.

It is difficult to overestimate the role of the foreman as an organizer of continuous production in the forest. Therefore, the retraining of foremen is a most serious matter. Every engineer and technician ought to have a brief training period at a model-experimental timber management, there to become acquainted with new machines.

The great task facing the logging industry during the second and third quarters of 1950 is to make up for the failure of the fall and winter logging program. The key to success during the spring and summer logging period is the proper utilization of all mechanized means of production by carefully trained personnel. (3)

SOURCES

1. Lesnaya Promyshlennost', No 7, Jul 50
2. Lesnaya Promyshlennost', No 1, Jan 50
3. Lesnaya Promyshlennost', No 4, Apr 50

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